Moreover, the allowed rolling motion of the axle 1 decreases relative vertical displacement of the axle itself so that ~~prevented are~~ the tendency of the chassis being rolled and the resultant lowering of the drivability are prevented from occurring.

LC 11/07/06

Please replace the paragraph beginning at page 9, line ~~10~~ 21 through page 10, line 13 with the following rewritten paragraph:

The spring constant of the bend 9 of the leaf spring 2 much be relatively low in view of harmony with that of the ~~backward~~ rearward air spring 3; however, the excellent vibration shielding effect obtained due to the rolling motion of the axle 1 makes it unnecessary to attain substantially lowered spring constant which might cause extremely lowered spring effect. Moreover, the allowed rolling motion of the axle 1 decreases relataive vertical displacement of the axle itself so that ~~prevented are~~ the tendency of the chassis being rolled and the resultant lowering of the drivability are prevented from occurring.

Fig. 3 shows a model from the above-mentioned suspension shown in Figs. 1 and 2.

M_S: upper mass of spring (mass of chassis side)

M_u: lower mass of spring (mass of suspension side)

I_u: rolling moment of inertia

K_T: spring constant of tire

K_L: Spring constant of leaf spring

K_a: spring constant of air spring

C_a: spring constant of shock absorber

l_L: distance from center of rolling motion of axle to the forward resilient support

l_a: distance from center of rolling motion of axle to the ~~backward~~ rearward resilient support

Z_T: displacement of tire side from a balanced position

Z_S: displacement of supper rigid body (chassis) side of spring from a balanced position

Please replace the paragraphs beginning at page 6, line 17, through page 7, line ~~21~~ 17, with the following rewritten paragraphs:

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Figs. 1 to 4 show an embodiment of the invention. As shown in Figs. 1 and 2, in a suspension according to the embodiment, an axle 1 is hanged from each of opposite side rails 4 by means of a leaf spring 2 forwards in the vehicle (left in Figs. 1 and 2) and an air spring 3 ~~backwards~~ rearwards in the vehicle (right in Figs. 1 and 2). Thus, the leaf and air springs 2 and 3 provide forward and ~~backward~~ rearward resilient support means, respectively.

On both sides of the vehicle, the forward leaf spring 2 is fitted at its base end to an upper surface of an end of the axle 1 and extends forwards in the vehicle and has its tip eye 6 movably fitted over a horizontal pin 8 of a bracket 7 on an outer side surface of each of the side rails 4, the leaf spring 2 having a forward portion which provides a bend 9 protruding forwards and downwards of the eye 6 and turning ~~backwards~~ rearwards and upwards in the vehicle in the form of letter J.

On ~~the~~ both sides of the vehicle, a bracket 10 is fitted to a lower surface of the end of the axle 1 and extends ~~backwards~~ rearwards in the vehicle. The bracket 10 is bent at its ~~backward~~ rearward portion laterally inwardly to be positioned just below each of the side rails 4 (see Fig. 2), an air spring 3 being interposed between this portion of the bracket 10 and the side rail 4.

Please replace the paragraph beginning at page 7, line 22, through page ~~8~~ 9, line 20, with the following rewritten paragraph:

A pair of upper rods 12 (suspension links) are arranged on inner sides of the opposite side rails 4 forwards of the axle 1 and extend ~~backwards~~ rearwards convergently in the vehicle to be connected via brackets 13 to a central upper surface of the axle 1. Thus, only the upper portion of the axle 1 is locked longitudinally of the vehicle so that, due to the